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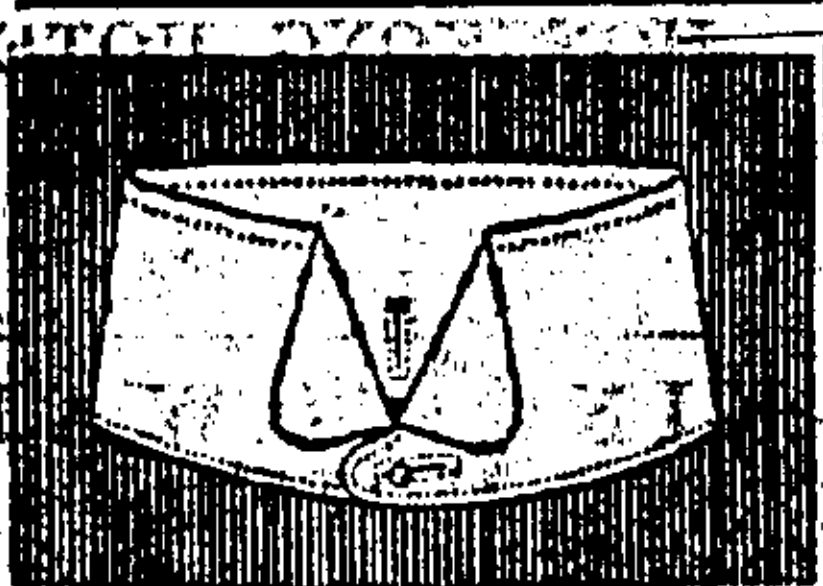
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YELLOW PERIL IN LONDON. VAST SYNDICATE OF VICE WITH ITS COUNTLESS AGENTS. WOMEN AND CHILD VICTIMS.

This article, with the head lines as they stand, is reproduced from the London Daily Express of October 1st and is the article to which reference is made by our London Correspondent in the letter from him which appears in another column.

A Chinese syndicate, backed by millions of money and powerful, if mysterious, influence, is at work in the East End of London. Its object is the propagation of vice. It is succeeding only too well.

The headquarters of the syndicate are known to be either in Peking or Hongkong, but all efforts to trace the principals have proved futile.

Scores of minor agents have been rounded up by the police authorities, but they are as silent as the grave when it comes to revealing the secrets of their employers.

Patent police work carried on against tremendous odds has resulted in establishing the fact that scattered throughout the world are thousands of the agents of this Chinese syndicate, which promotes gambling, the pernicious opium trade, and corrupts women and children by the fascinations of the Chinese lottery game known as pook-a-bo.

This phase is constituting a growing "Yellow Peril" that the police of the East End of London have been combating for months. Their efforts have been reinforced by far-seeing magistrates, who, instead of merely inflicting fines on Chinese offenders, have been imposing sentences of imprisonment, followed by deportation.

Even these drastic measures have not eliminated the evil. As fast as one set of agents is deported another set mysteriously appears to carry on the work of the vile syndicate. The master-agent of the London branch has not yet come into the hands of the police, and the authorities frankly say there is not much hope of success in that direction.

The underworld of London, however, is a vast affair, and the Chinese Moriarty, as the figure of the master criminal mind has become famous in Sir Arthur Conan Doyle's "Sherlock Holmes" adventures.

There is a curious consistency about the descriptions of the operations of this Chinese master criminal by white members of the world of crime. His habitant is a mean street in the East End. He is ostensibly a humble merchant, and he displays in the window of his shop dwelling and headquarters a few packets of tea or dried vegetables as a lure to the hearts of his fellow Celestials.

Before the new regulations of opium smoking came into force he used to receive a few selected white "guests" from the West End. He would welcome them in a small, clean room with matted benches and wooden head rests. Entrance was obtainable only by a peculiar set of knocks on the door. Saffron gullies conducted the visitor through dark passages and other doors to an unexpected staircase, which led to the saloon.

Such was the description of him, in his moods of loquacity. Since coming from China decades ago he has never been known to wander beyond the parlours of the mean street in which he lives. Yet the affairs of the world are his familiars. Events, tendencies, not only in England, but throughout the world, are discussed and dismissed with authority. The movements of people whom he had met he spoke of with the surety of a chess player describing the manoeuvres of the board. "So-and-so was in Capetown a fortnight ago. He is probably in Johannesburg now, and will then go on to China. So-and-so, doing two years for forgery in the States. His fake wife living with a fake husband in France."

Names, prominent people, were constantly on his lips, and hints were dropped of his ability to send opium anywhere to any one. In the underworld his name is uttered only with that respect due to a master. Yet the underworld has never heard him mention the syndicate. Neither have the police in their persistent raids, arrests, and convictions found any one of the "Chinks" who would tell of the man or men "higher up."

A secrecy, a loyalty to an authority mysterious yet potent, compels the police at every step.

There are probably about a thousand permanent Chinese residents in the East End of London. They refuse to associate with Japanese. White Englishwomen seem to exercise a remarkable fascination for them. But the white women who fall into the clutches of the "yellows" are not Londoners, but mainly come from provincial inland towns. They are without exception young and pretty, but in what manner they are attracted to the Chinese quarter of London has not been unravelled. There seems to be a systematic policy on the part of the Celestials not to take to themselves women or girls of the neighbourhood.

The attitude of the Chinese towards the girls of the strictest rectitude. Little gifts of sweets and delicate attentions overcome the aversion of colour prejudice. Then comes the insidious suggestion of Pook-a-Boo, or Chinese lottery. The game is so simple that the most unintelligent child can play it. Doubtless numbers with ink, if the tea appears on the winning slip, as much as five hundred pounds can be won for a shilling. The five hundred has never been won, but women and children in the neighbourhood have won five pounds for a shilling.

(Continued on foot of next column.)

CHINESE HUSBANDS AND BRITISH WIVES. DEPENDENT BY AN ENGLISHMAN.

A statement of Mr. Cairns, the Thames police-court magistrate, that English girls are committing "moral and physical suicide" by associating with and marrying East End Chinamen is refuted by an Englishman who has worked for eight years in the Oriental quarter of London.

English girls seldom desert Chinese husbands. These White wives of coloured husbands have mostly lived in Limehouse for years. Proud of their wives, the husbands delight in spending money on their clothes. East-End girls are naturally attracted by men who, almost without exception, make good husbands, and it is not surprising that the number of half-caste children is stated to be increasing. The Chinaman is a great gambler, but his game of pook-a-bo is fairer than many forms of English gambling. He will also never get eyes to eye-bling. He will have his pipe. He will have his gambling den.

There are about 50 in the East End. A syndicate runs these places, and pays the fine (usually £100) when police proceedings are taken. The police, however, know that the Chinaman is otherwise an honest and law-abiding citizen, and that is why they allow him to remain.

(Continued on foot of next column.)

TWO NEW BISHOPS PROPOSED.

The proposals to subdivide the Diocese of Winchester, which originated before the war, have now been revived. Some preliminary inquiry has already taken place informally with a view to settle boundaries and to deal with the problem of Farnham Castle. The suggestions now to be considered include the formation of three dioceses, one of West-Surrey, containing the 124 parishes in the present Archdeaconry of Surrey, a second diocese of East Hampshire or Winchester, consisting of the nine deaneries of Aldershot, Alton, Basingstoke, Havant, Petersfield, Portsmouth, Silchester, and Winchester, with 188 parishes, and the third comprising 277 parishes in West Hampshire, the Isle of Wight, and the Channel Islands. The last night in the scheme, to be again subdivided if thought desirable.

It is also proposed that Farnham Castle, or such portion of it as the present bishop can place at the disposal of the three dioceses so formed, shall be a joint diocesan house, managed on collegiate lines by a warden and other clergy, and be available for retreats, gatherings, and as a rest home for tired clergy and their wives; and that the present bishop be relieved of the whole of his duties as the three dioceses have been created. It is estimated that each diocese will need not less than 24,000 and a residence for the bishop if the scheme is carried into effect.

DUTCH EAST INDIES.

Dr. Dirk Fock, the new Governor-General of Netherlands India, in succession to Count van Limburg-Stirling, is known as a "strong" man and full of energy. He has proposed himself in various capacities, alike as Minister of the Colonies, Governor of Surinam, and of the Second Chamber. While Minister for the Colonies from August, 1905, till February, 1909, Dr. Fock energetically dealt with educational reforms in the Colonies. He has also expressed himself in favour of a more autonomous government system for the Dutch Indies, and believes that ultimately, though not at present, complete Parliamentary machinery should be introduced into these possessions. Dr. Fock, who is 62 years of age, is to leave soon for Batavia.

WINNINGS—IF ANY.

Throughout Chinatown are shops where women and children get and mark their slips and deposit their shillings and even half-crowns. The same night the word goes mysteriously round announcing the winning numbers, and women and children go to collect their winnings, if any. The women are seen about their gambling and so are the children. The Chinese always say: "There is no 'wishing'." The difficulties of the police obtaining information are beyond words. It only comes from the hard-working father who finds himself foodless owing to the gambling tendencies of his wife.

Then when an arrest is made in a gambling den, the police find a Chinaman invariably armed and says to the chief of the raiding police: "I am the principal." When he is formally charged he denies he is the principal, and the police are practically powerless to prove it. It is almost impossible to trace a genuine occupier of a house let to a Chinaman in the East End of London.

It is likewise impossible to trace the ultimate recipient of money received from gambling and other illicit means. Each agent maintains his own banking account. Each deposits his money daily, because he knows that in a raid the money found will be confiscated by the police. The ultimate destination of that money is uncertain. The police are morally sure it is going either to Peking or Hongkong. They are certain that neither Jews nor Gentiles have any part in the transactions, but that they are entirely the affair of the Chinese. They are handicapped by lack of language and by the difficulties of identifying individual Chinamen.

The police realize that there has crept into the community of the East End a "Yellow Peril" not formed of massed battalions of saffron-manned bayonets, but composed of a corruptive organized financial force backed by millions, that is undermining the morale, not of the men, but of the women and children in the East End. They have a tough fight in prospect; they know it, but they are confident of ultimate victory.

APPROPRIATION OF WORK BY STAFF.

They must not forget that the large increase of their business, evidenced by the figures he had read had entailed considerably more work and far more responsibility and devotion to duty on the part of their staff, and it was only right and fair that their efforts should be suitably rewarded. (The directors had not over looked this consideration.) (Hear, hear.) He mentioned that because another shareholder had written a letter in which there was a slight insinuation that they were considering the staff more than the shareholders. It was a very ungrateful suggestion, and he could assure the shareholders such was not the case. They would be falling in their duty if they did not try to meet the fair and just demands of their staff, considering the increased cost of living which was involved in some parts of the East. The difficulties of housing, and the discomfort of living in tropical climates. (Hear, hear.) Another shareholder had written to him saying he would be glad to have an assurance that they would be able to maintain the present level of their dividends. He would like to ask that gentleman if he could assure him as to how trade was going to be in the next six months, and what was going to happen to the rupee. The directors hoped they would not disappoint the expectations of their shareholders, and every effort would be made on their part to maintain fair returns on the shares of the bank. They would not recommend at any time what might be called extravagantly big dividends, but they tried to give shareholders a fair

THE JAPANESE NAVAL PROGRAMME

Writing on the subject of Strategy in the Pacific, the Naval and Military Record remarks that a message from Tokyo reports that Japan is engaged on a programme of submarine construction, and that, pending the erection of buildings ashore, the old battleship *Shikishima* has been commissioned as a depot ship for the submarine flotilla. The Japanese authorities have decided to lay down a number of big submarine vessels, closely modelled on the notorious German U-boat type, one of which was ceded to Japan by the Allied Naval Council. The largest completed vessel of this type was the *U-123*, displacing 2,135 tons, with a cruising radius of 30,000 miles, and a maximum speed on the surface of 18 knots. She was armed with torpedoes and two 5.9 in. guns, and carried a complement of about 90. It is fairly obvious that a submarine of this description would be better adapted to operations in the Pacific than in the comparatively restricted waters of the war-time submarine zone. Since Japan is not building her fleet for fun, her naval programme is naturally based upon the "peculiar strategic conditions" that would prevail in the event of war with a first-class power, such as the United States. The rapid growth of the American mercantile marine has made the latter country more vulnerable to naval attack than she has been for 60 years, and in case of war with an opponent who is well supplied with fast light cruisers and ocean-going submarines of great endurance she would almost certainly suffer heavy losses in shipping. We may add that under the naval programme passed by the special session of the Diet, it is expected that many orders will be placed with private shipyards, and this prospect will lighten the shipbuilding industry, which, together with shipping trade, has been greatly depressed as far as the construction of merchant vessels is concerned. A number of battleships and many cruisers and other craft should be built by the end of the fiscal year 1922, but this is not possible unless some of the work is delegated to private shipbuilders. At present the Kure naval dockyard is fitting out the battleship *Yamato*, of 35,000 tons, and is building the battle-cruiser *Atago*, of 30,000 tons. All the other naval dockyards at Sasebo, Yokosuka and Maizuru are busy either with the construction of new ships or with the repairing of old ones. Apart from the vessels to be built in the dockyards, two ships of later medium size will be ordered from the private builders early next year, and after that will be given in succession. Not only the *Kawasaki* and the *Mitsubishi* shipyards, but the *Uryu* Dockyard, *Yokohama Dockyard*, *Tokaiwa* Shipyard and *Fuji-Nagata* Shipyard are capable of building cruisers, destroyers, and special service vessels. The last can only be built by the *Osaka Ironworks*.

LORD KENYON.

NO REPLY YET TO SIR C. DE CRESPIGNY.

The weapons which are to settle the "point of honour" between Sir Claude Champion de Crespigny and his cousin, Lord Kenyon, have not yet been chosen. Sir Claude notwithstanding strenuous efforts, has not succeeded in inducing Lord Kenyon to meet him in a duel. "There are no developments," he said to a *Daily Express* representative.

The story of the quarrel—which is in the nature of a family affair—and Sir Claude's challenge to Lord Kenyon was told exclusively in the *Daily Express*, and in an interview Sir Claude expressed his willingness to fight with any weapons in any part of the world.

"My seconds are considering the matter," said Lord Kenyon to a *Daily Express* representative.

The delay may be caused by the absence of Lord Londonderry, one of the seconds, who is shooting in Scotland.

Whatever the eventual method chosen for composing the quarrel may be, it will almost certainly not be lawsuit. Both the disputants have a horror of law and lawyers.

And just return for their investments. As regards the position of trade, undoubtedly they were in for a period of anxiety and difficulty, but he thought with calmness and moderation on the part of the directors of the bank, and with fair treatment of their customers who had stuck to them so loyally in the past, he thought he could assure them there would be no great catastrophe as regards the business of the Chartered Bank, and he was convinced that when the clouds of moment in the labour world had passed away, trade in the East, as well as in the West and at home, will not be much worse in the future than it had been in the past. They should therefore go forward with courage and firmness, and the conviction that all would be well when the clouds had rolled by. (Hear, hear.) He begged to propose the first resolution as follows:—"That the present capital of the bank, viz., 100,000 shares of £20 each, be subdivided into 400,000 shares of £5 each."

Lord George Hamilton seconded the resolution, which was carried unanimously.

The Chairman then moved the second resolution, as follows:—"That the capital of the bank be increased to 600,000 shares by the issue of 200,000 new shares of £5 each, and that such shares be offered to the existing shareholders in the proportion of one new share for every two shares already held at a premium of £2 10s. per share, payable by instalments as follows:—£2 on or before November 15th, 1920; £2 10s. on or before December 31st, 1920; and the balance of £2 10s. in three instalments to be paid at the rate of 5 per cent. per annum free of income tax, from date of payment until December 31st, 1922, after which date the new shares will rank in all respects pari passu with the existing shares."

Mr. Thomas Guthrie seconded, and the motion was carried unanimously.

The proceedings then terminated.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

DIVISION OF SHARES: INCREASE OF CAPITAL.

An extraordinary general meeting of the Chartered Bank of India, Australia, and China was held at 33, Bishopsgate, E.C.2, on October 8th, Sir Montagu Cornhill Turner, Chairman of the bank, presiding, when resolutions were passed making an alteration in the denomination of the bank's shares, and increasing the bank's capital.

The Chairman said the circular letter of September 16th would have explained the object of the meeting that day. As regards the first resolution few words of his were required to recommend its acceptance by the shareholders. For some time past they had appreciated the fact that the denomination of their shares at £20 each, plus the premium attached, had made it a rather heavy security to deal with in the market, and it had been somewhat difficult for the smaller class of investors to take up the shares, so that many desirable investors whom they would have welcomed were unable to enjoy the privilege of being shareholders of the Chartered Bank. Therefore, it was with pleasure that he would propose presently that the £20 share be subdivided into four shares of £5 each. Then, as regards the second resolution, his letter stated that to meet the increased demands of trade, and the greater volume of business the bank was being called upon to finance, the Court of Directors considered it desirable to put before the shareholders proposals for the increase of the Bank's capital.

In his remarks at the extraordinary general meeting in December, 1918, he had given particulars, as to the gradual increase of the capital and the reserves of the bank. He need not refer to those figures now, but he would give some figures which were of considerable interest, and which showed the growth of the business during the past two years, and the necessity for their coming to the shareholders with proposals for an increase of capital.

THE BUSINESS OF THE BANK.
The deposits on December 31st, 1918, stood at £33,777,000, and on December 31st, 1919, they stood at £45,000,000, an increase of 32 per cent.; on June 30th of this year the total was nearly £54,000,000, an increase of 59 per cent. over 1918. The Bills of Exchange on December 31st, 1918, were £22,244,000, on December 31st, 1919, £23,500,000, and on June 30th, 1920, £23,500,000 in round figures, an increase of 5 per cent. over 1918. Bills discounted, and loans were in December, 1918, £12,500,000, in December, 1919, £17,500,000, and in June of this year £23,000,000, an increase of 109 per cent. over 1918. Bills of Exchange rediscounted were in December, 1918, £4,000,000, in December, 1919, 10 millions, and in June, 1920, just about the same figure. Forward contracts on December 31st, 1918, were £18,500,000, and on December 31st, 1919, £45,500,000. The total of assets and liabilities in December, 1918, was £47,500,000, in December, 1919, £68,500,000, an increase of 44 per cent., and in June, 1920, approximately £75,500,000, an increase of 59 per cent. over the 1918 figures. He thought no further words on his part were necessary to show that they were fully justified in coming to the shareholders to recommend an increase of their capital. Their profits had also increased satisfactorily. In 1914 their profits were £275,000. Then came 1915, with its terrible tax of the Excess Profits Duty, but, in spite of that, they showed an advance to £381,250, in 1917 to £202,500, in 1918 to £408,000, and in 1919 to £444,347. For the present year he did not anticipate a falling off in the profits shown last year. They had had a satisfactory half-year, and he hoped they would not have an unsatisfactory six months, ending December 31st, 1920. As regards the terms of issue, he was sure the shareholders would appreciate the fact that they would now get one new share for every two old ones, as against two for every three on the previous occasion, and that the premium was only £2 10s. per share, which had been made up on the previous issue would have been £5. They had done so for the purpose of giving the shareholders good terms, and he thought they deserved them. He had been rather pleased to receive a letter from one of their shareholders saying he was astonished at their liberality, and asking whether they could afford it. Well, they were just able to afford it. (Laughter.) Then it was thought desirable that full payment of the shares should be made by December 31st, because by so doing the new shares would rank for full dividend from the start, with the existing shares. He hoped they would appreciate that course. (Hear, hear.) With the new issue the capital of the Bank would stand at £53,000,000, and the reserve fund at £23,000,000.

BANKING ACCOUNTS.

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INTERPORT TENNIS.

HONGKONG TAKES HONOURS.

TANAKA PROMINENT.

Another session of the interport tennis contest was held at the Hongkong Cricket Ground, yesterday afternoon, in the presence of a large concourse of spectators. Messrs. Pott and Tanaka, of Shanghai, met Messrs. Ng Sze Kwong and M. W. Lo, of Hongkong. Hongkong had slightly the better of the match winning five sets out of eight, though one rubber was lost. As might be expected, the greater part of the interest centred round the contest between Pott and Kwong, the champions of the respective ports. As Pott had been defeated the previous Saturday in three straight sets by Lo, the runner-up to the Hongkong champion, there was little doubt entertained as to the result of the contest. It was naturally assumed, on the same grounds, that Lo would defeat Tanaka, the runner-up to Pott in the Shanghai championship; but here the prophets were really mistaken. As a matter of fact, Lo did not have the ghost of a chance of beating Tanaka nor has he shown form in the present series to justify anyone in thinking that he ever would beat Tanaka. Unless one is prepared to admit that Pott was very much out of form it is difficult to understand how he secured the Shanghai championship over his team mate.

Taken on the whole there was very little of interest in yesterday's play. Pott was so hopelessly out of form, and played so hard and in such a sportsmanlike way that people felt that the contest was nothing like what it might have been, had all things been equal. So far as Kwong's showing was concerned nothing was wanting; he played with the regularity and accuracy of a machine, and gave glimpses of first class form. His serving was particularly good in some respects. Its direction was excellent, and it kept Pott well out of position and running hard all the time. The driving of both men was good, and occasionally the net rallies were interesting to the point of excitement.

FIRST SET.

Kwong opened the first set by serving from the pavilion end. Pott seemed to be playing stiffly, and only took one point before game was called. On the change of ends Pott served, and after capturing the first two points fell away again served two doubles, and lost the game. He recovered when Kwong renewed the service and bitterly contested every point. At 30-30 he sent down a beautiful long, bouncing, top-spin drive, to Kwong's forehead that completely nonplussed the Hongkong man. The game went to Deuce on the next point and a nice tussle ensued before Pott captured the game. For the remainder of the set Kwong went into the net, and only allowed his opponent to score points rarely. The set concluded 6-1.

SECOND SET.

A fine rally followed the opening of the second set, both players endeavouring to force each other out of position with cross court drives. Pott's service lacked snap, however, and the game went to Kwong with the loss of only one point. Kwong opened his service poorly and the Shanghai man forced him out of position taking the first two points. Kwong followed with three consecutive points scored from carefully placed half length drives. Deuce was called twice, but Pott sent two strokes just outside the base line and lost his chance of evening up. On his next service, however, he put down some vicious overhead drives to Kwong's forehead that beat him completely. He followed up with a delightful rally, and by driving and volleying took the game amidst general applause. Thus encouraged, he began to treat Kwong's service roughly, and took point for point till 40-30 was called, whereupon Kwong passed him overhead at the net and took the game. Pott opened his service by taking the game to 30-15 where a fierce cross court driving duel followed until a short length ball gave him an opportunity to take the fourth point. Kwong bungled the next and the game went to Shanghai with the set at 3-2 in favour of Hongkong. Kwong captured the next game to love without a single exchange. After getting to 30-0 Pott found the net with two returns and sent another over the base line. Kwong worked him over to the side line and passed him on the next stroke down the centre placing the game at 5-2 in his favour. Pott rallied in the next and with a series of fine drives carried the score against Kwong's service to 15-40. Kwong took the remainder of the points by correct steady strokes winning the set by 6-2.

THIRD SET.

Pott opened the serving in the third set but every one of his returns in the first game found the net. Kwong chopped everything in the following game keeping Pott on the run all the time. With the game at 2-0 in favour of Hongkong Pott made a fine effort on his third service but after

losing the first two points after a great rally he served two double faults and left the set at 3-0. With practically no chance of winning he went into the game in real earnest but Kwong kept him well back on the base line and put the balls up so deep that he had to adopt waiting tactics. He took the game after a nice series of exchanges in the service courts. Kwong who was playing with wonderful accuracy took the game succeeding to 40-0 but Pott keeping him on the run went to 20. Here Kwong put up a high ball which Pott dropped just outside. Pott continued to play excellent tennis and captured the following game. Pott's service was both brisk and well-placed in the next game and Kwong was able to do nothing more than put it back to him for the first three strokes. Deuce was called and Pott after going to the advantage on account of Kwong's finding the net lost the next point and scores went to deuce again. Deuce was called three times before Pott who was placing well took the game with the set at 4-3 in favour of Hongkong. Kwong replied by taking his next service, with Pott wanting five games to save set and rubber and Kwong only wanting one. The 9th game was spiritedly contested, going to Kwong after an excellent tussle.

LO v. TANAKA.

This match attracted a great deal of attention from the Chinese and Japanese residents of Hongkong. Each community favoured and supported its representative, and though Lo's play was spirited, and a long way behind the performance of the Shanghai man, the contest was interesting enough as a human interest study. Tanaka went about his work with the utmost care and seriousness, and outplayed his opponent in every department, though some critics, for their obscure reason is uncertain, believed that Lo was the better man. Lo made one great mistake that would in any case have lost him the match—he failed to realise that Tanaka was much stronger on his backhand than in any other department of his game. He took his drives on the backhand at every opportunity, and Lo saw that he was not lacking in opportunities. As a matter of fact he won 80 per cent. of his points off backhand and smash strokes. His service too was sharp, and had a nice long bounce, but his forehand drive was an ugly affair, brought off in a hit-or-miss fashion, with the edge of the racket forward presented to the ball. It is a chance style at best, and Tanaka was lucky to be so effective with it. Each game was a repetition of its predecessor, a series of drives with Tanaka finally coming into the net and either smashing one of Lo's shallow returns, or turning it off the court. Towards the end of the last set, Lo fell and seemed to hurt himself.

The details of the scoring in this division were: Tanaka 10-8, 0-4, 6-4. The impressions that forced themselves out on the day's play were that Hongkong lacks a good deal of knowledge about the technique and strategy of tennis. As a matter of fact that is the impression that has endured through three sessions of the contest, making an exception in the case of Kwong. The second impression is that Tanaka, with a little well directed instruction, has the making of a very high class player. His strokes need correction and variety but he has the essentials, speed, strength, determination, and good judgment.

ANALYSIS.

Kwong (Hongkong) beat Pott (Shanghai), 6-1, 6-2, 6-3.
Tanaka (Shanghai) beat Lo (Hongkong), 10-8, 0-4, 6-4.
Hongkong 1 rubber, 4 sets, 40 games.
Shanghai 1, 3, 28.

TODAY'S MATCHES.

This afternoon at 3.30 Kwong and Wei (Hongkong), meet Tanaka and Carnavaro (Shanghai) at the Hongkong Cricket Ground.

CARELESS WITH EXPLOSIVES

A Chinese contractor was yesterday charged before the Police Magistrate Mr. Orme with having unlawfully carried out blasting operations at North Point, without exercising proper precaution to insure the safety of the public. He pleaded "guilty" and asked for leniency. He said it was an oversight on the part of a new fella. The Police said that a large piece of rock fell into the back yard of a house on Quarry Bay Terrace a couple of yards from an ameh who was washing clothes. A fine of \$50 was imposed and a warning given that the next offence would cost him \$100.

Kind Old Gentleman. "Well, my little fellow, what would you like to be when you grow up?"
Little Fellow. "I'll like to be a nice old gentleman like you, with nothing to do but walk about and ask questions."

INTERPORT CRICKET.

BATTING AND BOWLING AVERAGES.

(By "NOT OUT.")

Now that the interport season is over the following averages will prove of interest. T. E. Pearce heads the batting average with 82. In bowling G. R. Sayer heads the averages with seven. Although F. H. J. Caryl has an average of two he bowled very few overs and that only in one match. In fact after A. E. Holmes Brown the others in the list did not bowl in all the matches.

BATTSMEN.	SCORES.	TOTAL.	AVG.
T. E. Pearce, H.K.	122, 17, 66, 22, 111	438	87.60
D. W. Leach, S.	18, 13, 85, 94	209	82.25
H. B. Ollerdesen, S.	52, 63, 41	156	52.00
Lt. L. R. Franks, S.	29, 20, 77	83	46.50
A. E. Holmes, S.	54, 42, 32	128	42.67
Brown, S.	0, 64	64	32.00
V. H. Rhodes, S.	29, 42, 1	72	24.00
F. L. Warrington, S.	4, 10, 30	34	11.33
Maj. M. H. Edwards, H.K.	58, 20, 25	103	34.33
R. Hancock, H.K.	13, 16, 10	39	13.00
H. H. Morris, S.	17, 24, 43	70	23.33
C. E. Spencer, S.	37, 4, 20	61	20.33
E. J. Ritchie, S.	32, 3, 4, 35	108	27.00
C. Brook, S.	33, 3, 2	37	12.33
G. R. Sayer, H.K.	13, 7, 9, 12, 43	84	16.80
R. L. D. Wood, S.	21, 4, 1	26	6.50
house, H.K.	21, 18	39	13.00
W. C. D. Turner, H.K.	3, 11, 12, 21	47	11.75
W. C. G. Clifford, S.	8, 17, 21, 17	63	15.75
L. A. Tucker, S.	7, 8	15	3.75
Capt. P. H. Davies, S.	3, 6, 28, 6	43	10.75
A. E. Clarke, S.	18, 8, 23, 3, 0	52	10.40
W. W. Martin, S.	16, 21, 2, 5, 6	50	10.00
N. A. M. Griffin, S.	9, 0, 6, 22	39	9.75
P. H. Cobb, S.	4, 24, 0	28	9.33
A. E. Piercey, S.	15, 0, 8	23	7.67
F. H. Gunner, S.	4, 5, 11, 9	29	7.25
H. P. Hennessy, S.	4, 3, 3, 17	27	6.75
Maj. H. G. Bagnall, S.	2, 11, 5	18	6.00
H. K.	7, 1, 10	12	6.00
F. H. Farthing, S.	4, 0, 14	27	5.40
H. L. Mitchell, S.	2, 7	9	2.25
N. Grenier, S.	10, 0, 3, 0	13	3.25
R. E. O. Bird, H.K.	0, 0, 0, 0	0	0.00
H. W. Allison, S.	1, 0, 5, 0	6	1.50
C. E. Ollerdesen, S.	2, 0, 0, 0	2	0.50
F. H. J. Caryl, S.	0, 0, 0, 0	0	0.00
R. Grimshaw, S.	1, 1, 1, 1	4	1.00
W. W. Stafford, S.	0, 0, 0, 0	0	0.00

* Signifies not out.

BOWLERS.	O.	M.	R.	W.	AVG.
G. R. Sayer, H.K.	10.2	—	35	5	7.00
H. K. F. Hennessy, S.	81.1	28	192	14	13.71
H. W. Allison, S.	51.2	10	143	10	14.30
D. W. Leach, S.	32.5	13	201	14	14.34
Dr. H. H. Morris, S.	11	1	60	4	15.00
Capt. P. H. Davies, S.	30.1	18	271	18	15.05
P. H. Hennessy, S.	47.4	3	182	10	18.20
R. E. O. Bird, S.	82.2	23	222	12	18.50
R. L. D. Wood, S.	43	8	128	8	21.00
house, H.K.	28	7	69	3	23.00
F. H. Farthing, S.	35	4	115	4	28.75
Wright, S.	28	1	129	3	43.00
Maj. M. H. Edwards, H.K.	17	2	46	1	46.00
C. E. Ollerdesen, S.	62	5	195	3	65.00
A. E. Holmes, S.	5	—	24	2	12.00
W. C. G. Clifford, S.	12	1	47	1	47.00
W. W. Martin, S.	12	—	72	1	72.00
P. H. Cobb, S.	2	1	4	1	2.00
F. H. J. Caryl, S.	3	7	1	1	7.00
R. Hancock, H.K.	5	1	11	1	11.00
E. B. Reed, H.K.	4	—	33	1	33.00
R. Grimshaw, S.	11	1	45	1	45.00
L. A. Tucker, S.	3	—	25	1	25.00
W. W. Stafford, S.	3	—	25	1	25.00
H. L. Mitchell, S.	3	—	25	1	25.00

YACHTING.

THE ROYAL HONGKONG YACHT CLUB.

The opening cruise takes place next Saturday afternoon. The programme of events includes (1) Race for Chinese and English rigged cruisers; (2) Racing Yachts (Ladies' races), handicap class; (3) One design class; (4) Hayward-Hays and Gael class. The racing events include (1) sampan yulcing confined to yacht boys; (2) four-oars (scratch crews); (3) Dinghy race, confined to yacht boys.

FOOTBALL.

HONGKONG FOOTBALL LEAGUE.

Below is the result and table of the 2nd Division league up to November 13th:

Names of Clubs.	P.	W.	L.	D.	F.	A.
E.G.A. Res.	4	3	1	0	11	6
Kowloon Res.	4	2	0	2	8	2
Hongkong Res.	4	2	2	0	8	3
St. Joseph	3	2	1	0	9	7
South China Res.	4	2	0	9	7	4
Indian Res. Club	4	1	1	6	5	3
Club de Comercio	3	1	2	1	7	8
St. Paul's Res.	4	1	0	3	2	2
Caroline Res.	4	1	0	3	2	2
Others United	4	1	3	0	7	6
United A.C.	3	1	2	0	3	2
22nd Punjab	4	1	3	0	2	2

THE SHANGHAI CHAMPIONS.

DESCRIPTION OF THE RACE.

The following description of the race is from the N.C. Daily News:—
The CHAMPION SWEEPSTAKES.—Winner, The Hawk (Mr. Hill), 155-1. Second, The Hawk (Mr. Hill), 155-2. Third, The Hawk (Mr. Hill), 155-3. For China ponies winners at this meeting.—One mile and a quarter.
Messrs. Winsome & Hasty's ches.
The Hawk (Mr. Hill) 155-1
Mr. Stephen & Burkill's grey 155-2
Byrdand (Mr. J. K. Brand) 155-3
Mr. Jerome's roan Tabouillard (Mr. Hill) 155-4
Mr. John Peel's grey Silver Streak 155-5
Mr. Risk's grey Co-Insurance (Mr. Hill) 155-6
Mr. Walslam's grey Marlow (Mr. Hill) 155-7
Messrs. C. & H. White's dun King's Cross (Mr. Dalgleish) 155-8
Messrs. Winsome & Hasty's ches. 155-9
The Heron (Mr. H. E. Arnold) 155-10
Messrs. Winsome & Hasty's ches. 155-11
The Eagle (Mr. Hill) 155-12
Mr. John Peel's wh. High Tide (Mr. Hill) 155-13
Messrs. Potts & Haym's grey Fight- ing King (Mr. Croker) 155-14
After several false starts, the field got well away, with Fighting King, Silver Streak and King's Cross in the lead. Marlow went into the lead at the mile, with Fighting King second, King's Cross third, Silver Streak fourth, High Tide fifth. At three-quarters of a mile, Marlow was half a length in front of Fighting King, with King's Cross close third, followed by Silver Streak and The Heron. The Hawk being Probert's Corner. At the half mile, Marlow began to drop back, giving place to Fighting King, King's Cross, and Silver Streak level in first place. Rounding the bend, King's Cross took the lead, but was quickly displaced by Byrdand, who led into the straight, followed by Co-Insurance and Fighting King. The Hawk, which had been well behind all the way, now came to the front, and taking the lead at the stand put the issue beyond doubt, passing the post a length and a half in front of Byrdand, who was two lengths in front of Tabouillard. Co-Insurance was narrowly beaten by the latter out of third place. Time, 2m. 41.15secs.

Ponies.	Win.	Place.
The Hawk	358	465
Byrdand	1,506	1,586
Tabouillard	298	275

Total shares taken 5,864 6,292

Dividend.—Win. \$72.00.
Places.—\$18.00, \$9.00, \$22.00.
Cash sweepstake.—Nos. 20883, 29237, 6131.
Qualified ponies.—Nos. 23403, 5776, 22334, 23257, 4066, 17752, 30296, 23558, 32046, 12618, 24232, 20832, 30630, 31475, 20068, 1, 13, 16132, 15710, 15195, 331, 17944, 10407, 6157, 15230, 15710, 4503.

RECOVERY OF THE YARN MARKET.

JAPANESE COMPETITION.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers of Hongkong, report:—
Since our last report on the 15th October our yarn market during the earlier part of the interval had remained in a much depressed condition, but latterly the favourable news of early settlement of political disturbances in Canton, together with inquiries from various consuming districts, have resulted in a brisk and large business, both spot and to arrive, in about 12,000 bales, mostly of 10s and 12s, yarn at a substantial advance of \$7 to \$15 per bale.
The main feature of these big transactions is that the bulk of the purchases were made in few best known shops, while ordinary qualities are almost neglected.
Owing to sudden unexpected causes, which are affecting all business in these times, the tendency has remained very uncertain, and at the close of our market has kept quiet without further inquiry.
About a decade ago we gave the alarming news in our reports about the introduction of Japanese 30s, yarn in our market, in competition with Indian yarn, and now the Japanese have advanced a step further by importing 10s, yarn of several known mills and selling at much cheaper rates than Indian yarn of same count, and not only are they so keenly competing against Indian yarn in Hongkong, but they have begun to ship 30s, Japanese yarn to Bombay and have supplied the Indian mills by selling at very low rates.
Unsold stock 6,500 bales; bargains 18,000 bales. Arrivals from Bombay 4,000 bales.
Shanghai reports moderate business with no improvement of 7s. 7 to 10 per bale.
Japanese Yarn.—The sudden big rise in Japan has greatly strengthened our market, and the prices have advanced \$20 to \$35 per bale with substantial sales.
Raw Cotton.—After a very long interval business has passed in 150 bales Bengal at \$31 to \$34 per picul and 200 (Joose) bales Chinese at \$28 to \$40 per picul. Present stock 170 bales Bengal and 200 Chinese.

CONFIDENCE MEN.

A Chinese woman living at No. 18, Gough Street, has reported to the Police that while walking near the Naval Yard about 3 p.m., on Monday, she met two men who got into conversation with her and persuaded her to part with a pair of gold bangles valued at \$120, on return for a bundle of waste paper which they said were bank notes and which they asked her to change for them. She discovered the fraud at the money changer's, but when she got back to the Naval Yard, where the men promised to wait for her, they were nowhere to be found.

FATAL FALL.

The remains of a Chinese 22 years of age were yesterday removed to the Kwong Wah Hospital and later to the Kowloon Mortuary. Deceased had been at work on the roof of a Chinese hut in Kowloon City when he overbalanced himself and fell a distance of nine feet, head first on to the concrete floor. He fractured his skull and died on the way to the hospital.

LADIES' EVENING WEAR.

You are cordially invited to visit the SHOW ROOMS of

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GLOVES,
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In every detail of our delightful Models will be discerned that distinction of design and excellence of finish that are the signs of Quality.

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HONGKONG.

1469

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F. C. JENKIN,
C/o Mr. Eldon Porter,
Prince's Buildings,
Ice House Street [1796]

SS. "CHILI"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Nov. 23rd, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Nov. 23rd, or they will not be recognized.

All damaged packages will be examined by Messrs. Goidant & Douglas on Monday, Nov. 22nd, at 10 a.m.

No Fire Insurance has been effected.

R. BODENFUSER,
Acting Agent.
Hongkong, November 16th, 1920. [1797]

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer.

"PERRHUS" are hereby notified that the Cargo will be discharged into the Godowns at Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Nov. 17th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer at Godown, and all Goods remaining undelivered after Nov. 22nd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Dec. 8th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 16th, 1920. [1798]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"GALIC PRINCE"

having arrived, from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on MONDAY, Nov. 22nd, at 10 a.m.

All Claims must be presented within FORTY DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Nov. 23rd, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

FURNESS WILLY COMPANY, LTD.,
2nd Floor, St. George's Building,
Telephone No. 3185.
Hongkong, November 16th, 1920. [1799]

WANTED.

FOR Swatow, BOOK-KEEPER, Portuguese with knowledge of Cantonese, preferred, should be acquainted with Shipping, good prospects.

Apply, stating salary required to—
Box 1799,
Care of "Daily Press" Office.
[1799]

WANTED TO RENT.

EARLY December, GOOD SIZE HOUSE, furnished, or unfurnished, Kowloon or lower levels preferred.

Apply—
WINSLOW,
Kowloon, Railway.
[1785]

TO LET.

ONE LARGE ROOM to let for Office, 14, Des Voeux Road Central, Top Floor. Apply to—
[1786]

SEAMEN'S INSTITUTE

41, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Merchant Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, O.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Dayspring".
[178]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY

ANNUAL BALL.

PRACTICE DANCE in connection with the above will take place at the CITY HALL from 5 P.M. to 7 P.M. on TUESDAY, 23rd NOVEMBER.

Dancing shoes must be worn.
T. W. HILL,
Hon. Secretary.
1735.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/331, dated 1st July, 1907, for 15 shares Nos. 87533 to 87547 inclusive all registered in the name of Miss Encarnacion Loyaga has been LOST or STOLEN, and should this certificate not be produced to the Bank before the 1st day of December, 1920, a new Certificate for the shares will be issued and the aforesaid Provisional Certificate No. 43/331 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, November 1st, 1920. [1798]

NOTICE.

MINISTRY OF COMMUNICATIONS.

THE MINISTRY OF COMMUNICATIONS is now in need of CHINESE STUDENTS who have been trained either at the Universities or Higher Technical Schools in China or abroad on the following subjects—

General Railway Administration, Accounting, Traffic, Workshop, and Store Management, Railway Laws and Regulations, Railway Statistics, Civil Engineering, Mechanical Engineering, Rail Engineering, Bridge design and construction, Surveying, Drafting, Masonry, Hydraulic Engineering, or Car Manufacturing, Signal Engineering, Testing of Materials, etc.

Applicants shall send in their applications together with their diplomas, certificates, and published works, if any, not later than the 31st of December, 1920, to the following address—

Mr. CHENG HUNG-NIEN,
Director of Railway Department,
Ministry of Communications, Peking.

Every application must contain the address of the applicant. Non-residents of Peking need not file their applications in person.

Suitable positions will be given to successful candidates.

Unsuccessful candidates will have their diplomas, and other Documents returned to them according to the address in the application.

[1721]

AVIS OFFICIEL.

Relatif au recrutement d'agents techniques Chinois pour le chemin de fer.

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Ayant vu que nous avons déjà beaucoup d'étudiants qui ont fait des études à l'étranger et des candidats qui possèdent des connaissances spéciales nous réceptions beaucoup de pas voir placer les étudiants et les agents techniques conformément à tout ce qu'ils ont de capacité et d'expérience.

En conséquence nous publions les conditions ci-dessous.

1. Les étudiants qui ont terminé leurs études à l'université ou dans une école supérieure spéciale à l'étranger ou en Chine sont autorisés de présenter au Chef du département des chemins de fer au Ministère des Communications leur certificat de sortie ou autre publication ou travail quelconque personnel sous lettre recommandée, cachetée, avec leur adresse. Les étudiants doivent joindre à leur demande leur biographie en langue étrangère, s'ils ne peuvent pas l'écrire en chinois.

2. La demande à présenter par les postulants sera reçue jusqu'au 31 Décembre 1920.

3. Les étudiants ou agents techniques qui ne sont pas à Peking devront attendre la réponse du Ministère qui leur fera connaître par une lettre le jour pour passer leur examen, ou leur reverser leur certificat s'il n'est pas jugé suffisant pour les employer à un examen.

4. Seront refusés sans explications tous les étudiants ou agents techniques qui présenteront une différence d'écriture entre leur première demande et les dernières compositions, ou qui par un moyen quelconque cherchent à se faire remplacer pour passer leur examen.

5. De même ne seront pas acceptés tous les étudiants ou agents techniques qui auront fait des démarches non permises, ou auraient employé des procédés défendus ou qui antérieurement auraient fait d'une manière conduite.

[1790]

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The Daily Press.

HONGKONG, NOVEMBER 17th 1920.

HONGKONG QUESTIONS IN PARLIAMENT.

The affairs of the Colony of Hongkong have been figuring very prominently of late in the House of Commons. We have had news in the cables of no less than four questions being put to the SECRETARY OF STATE FOR THE COLONIES within a week.

One matter to which the attention of Parliament has been called by a question has reference to Constitutional Reform. It was announced by the UNDER SECRETARY that Lord MILNER is considering a despatch from the Governor of Hongkong with regard to the representation of the British community in the Legislative Council.

The community, members of the local Constitutional Reform Association especially, will look forward to the publication of the despatches on this subject with eager interest. In view of the fact that substantial concessions have already been made in Ceylon, and that the Imperial Government is evidently prepared to concede to the Straits Settlements an important enlargement of the existing Constitution, we have some confidence that the agitation for the reform of our own Constitution on the lines suggested by the Constitutional Reform Association will, this time, not prove unavailing.

A second question, asked by Colonel JOHN WARD, related to the resolution passed by the Legislative Council early in the year in regard to the desirability of the Colonial Government resuming the areas occupied by the Military Authorities in the central part of the city, in order to afford room for commercial expansion. This need has become imperative. One or two long established businesses, which have had to remove from premises they had occupied for many years, have been obliged to close down entirely, owing to the impossibility of finding other

premises in the European business quarter of the City, and very shortly other shops must share the same fate—first those in the Old Post Office and Supreme Court buildings, which are to be sold by auction this month, for demolition and rebuilding, and, later, those in what is known as "Bank Buildings" which have recently been sold to the Asiatic Petroleum Company for the erection of offices for their own occupation. The information obtained from the SECRETARY OF STATE was to the effect that the General Officer Commanding the Troops has been instructed to discuss the matter with H.E. THE GOVERNOR and to submit recommendations. In view of the impending departure of General VENTURA after something like five years' service in the Colony, it may be conjectured that no time has been lost in discussing the proposals, and H.E. THE GOVERNOR was able in his Budget statement, three weeks ago, to make the gratifying announcement that, the question of the resumption of military lands in Victoria is appreciably nearer solution.

The reply given to another question revealed that the GOVERNOR had urged the construction of a high-power wireless station at Hongkong for commercial purposes, and that the Colonial Office had replied that "any local proposals must be obviously affected by the scheme for inter-Imperial wireless communications." A copy of the Report of the Imperial Wireless Telegraph Committee has been sent to the GOVERNOR. Ten or twelve years ago the Colonial Office was sending the same sort of reply to representations on this subject, and probably ten years hence there will be but little variation in the tenor of the despatches. In the meantime, why should not the Naval wireless installation on Stonecutters' Island be used for commercial as well as Naval purposes?

We have already commented lengthily on the statement made by the UNDER SECRETARY OF STATE FOR THE COLONIES on the subject of girl slavery. Incidentally we remarked on the absence of any public expression of Chinese sentiment on the subject, and we are more than surprised that the statement just made in Parliament has evoked not a single letter of protest in the papers from a Chinese resident. We know that there are enlightened Chinese who are curious to learn on what definition of "slavery" the Colonial Office relies when it says that slavery does not exist in the Colony. It is common knowledge among those well acquainted with the domestic affairs of the Chinese people that it is a very general practice for girls to be bought and sold for domestic service. Deeds are drawn up, we understand, whenever a purchase is made, and we suppose that compulsory registration is only deemed to be "impracticable" because a compulsory registration of such deeds would be a clear recognition of slavery by the Government, which it would naturally wish to avoid.

Otherwise compulsory registration of such deeds should be no more impracticable than the enforcement of the stamp duties. "The SECRETARY OF STATE" the cable told us, "considers the right course is to aim at gradual reform, where necessary, in co-operation with enlightened and humane Chinese, in which effort it is suggested, that the Governor should persuade prominent Chinese to form a society for the protection and improvement of the condition of these girl domestics, which arrangement was considered preferable to a system of compulsory registration which the Colony's officers consider impracticable." There is no such pressure of public opinion at present behind the demand as to promise the early success of the agitation for the entire suppression of the practice within the Colony, but it is to be hoped that Lord MILNER's suggestion for the formation of a Society for the improvement and protection of these girl domestics will be adopted without delay. The only further suggestion we have to make is that an effort will be made to include in the membership of the Committee some of the Chinese who are definitely opposed to the "custom."

Exchange yesterday dropped to 3s. 9½.

Pay-Mr. Cdr. C. B. Roberts has been appointed to the *Titanic*.

The Singapore Cricket team leave the Colony to-day by the *Duquesne*.

Surg-Lieut. R. P. Nisbie has been appointed to the *Tamar* for general duties on China Station.

Mr. F. C. Jenkin, C.B.E., returned yesterday from Singapore, to resume his practice as a barrister-at-law.

Mr. C. B. Buyers, Superintendent of the Peak Tramway Co., returned from Home yesterday on the *Avon Mary*.

H.E. the Governor, attended the dinner at the Hongkong Club on Monday night given in honour of the interport cricket team.

General Chen Chiung-ming, the new Civil Governor of Kwangtung, has contributed \$1,000 to the Tung Wa Hospital, Hongkong.

Mr. To Sun, a son of Dr. Sun Yat-sen, has been appointed Director-General of the Conservancy Board and Director of the Canton Municipality.

Another practice dance for the coming St. Andrew's Ball was held at the City Hall last night. It was largely attended and evidently greatly enjoyed.

The Naval medal has been awarded to chief shipwright E. S. Vicary of the *Tamar*, First Clerk A. G. Jans of the *Colombo*, and J. McLeod of the *Blithell*.

Mrs. N. J. Stabb distributed the prizes to the successful competitors at the Eastern Banks annual swimming gala which took place at the Great Smith Street Baths, Westminster, on October 6th.

Among those who returned to the Colony from Home yesterday, by the *Pyrrhus* were Mrs. N. J. Stabb, and Mr. and Mrs. H. C. R. Hancock, Mr. and Mrs. A. W. Stephen and Mrs. Marriott, and Mrs. Chinchin.

Owing to the late arrival of the *Derantha*, the wedding of Mr. Temple P. B. Bevan, M.C., and Miss Amy Busire, is postponed until Monday, 22nd inst., when the ceremony will take place in St. John's Cathedral at 11.30 a.m.

Miss Viola Smith, the first woman ever to have been appointed to a position in the United States foreign service, has been named secretary to Mr. Julian Arnold at Peking. She will leave Francisco, for the Orient to-morrow.

Admiral Sir Lewis Bailey, K.C.B., etc., who is taking a holiday trip to the East, reached the Straits as a passenger on the Blue Funnel liner *Theosus*, and visited Kuala Lumpur from Port Swettenham whilst the vessel was at that port.

Two cases (two deaths) of plague; one case (one death) of cholera; two cases (one death) of cerebro-spinal fever and five cases (five deaths) of influenza, were reported in the Colony for the week ended Sunday, November 13th. One case (one death) of plague was reported on Saturday and Sunday.

We are asked to remind the members of the reading circle at the Helena Mr. Institute that the second meeting will be held to-morrow morning (Thursday) at 10.30 a.m. Professor Simpson, of the University will lecture on "Some of Bernard Shaw's later Plays." All members of the Institute are invited to attend.

The *Bangkok Times* understands that Mr. T. E. Carlisle has retired from the British Consular service. Mr. Carlisle came out to Siam as a student interpreter in 1893; the same year as Mr. H. Lyle, O.M.G., and was promoted to French Indo-China in 1906, his last appointment being in New Orleans.

Mr. Murray Stewart, who was a business in the Colony for many years as a bill and bullion broker, and has for several years past been connected with the Hongkong and Shanghai Bank in London, is on a visit to the Colony, arriving yesterday by the *Pyrrhus*. Mr. Murray Stewart was for a period a valued member of the Legislative Council of Hongkong.

It is notified for general information in the Federated Malay States *Gazette*, that, in honour of the visit of Mr. George Clemenceau, late Premier and Minister of War in the Government of the French Republic, Friday, November 19th, 1920, in the State of Selangor, and Monday, November 22nd, 1920, in the State of Perak, will be observed as public holidays.

Lieut.-Col. Lewis B. T. Halliday, V.C., C.B., has been promoted to Second-Col. Commandant, Portsmouth Division. He received the V.C. for gallant conduct while serving with the Legion Guards of the Royal Marines in the defence of the Legation at Peking in 1900. He was severely wounded and was awarded a pension of £50 a year as well as the medal with clasp.

The question is asked in the London papers where Litchfield will go. England, the Entente countries, and Scandinavia are barred to him. His poor knowledge of the German language would considerably handicap him in German-speaking countries. On the other hand, he shows no great inclination to return to the Bohemian "paradise on earth." Rather than return to Moscow, it is said, he has chosen to go to China.

Mr. H. H. Fox, Commercial Counsellor to the British Legation in China, in the course of an interview with the representative of the *Manchester Guardian*, said, as regards the financial state of affairs in China, distinction had to be made between the financial position of the Chinese Government, which was bad, and the financial position of the Chinese people, which was very good. There was a lot of industrial enterprises. The merchants were much more alive than they used to be, and were obviously doing their best to find out new markets for their goods.

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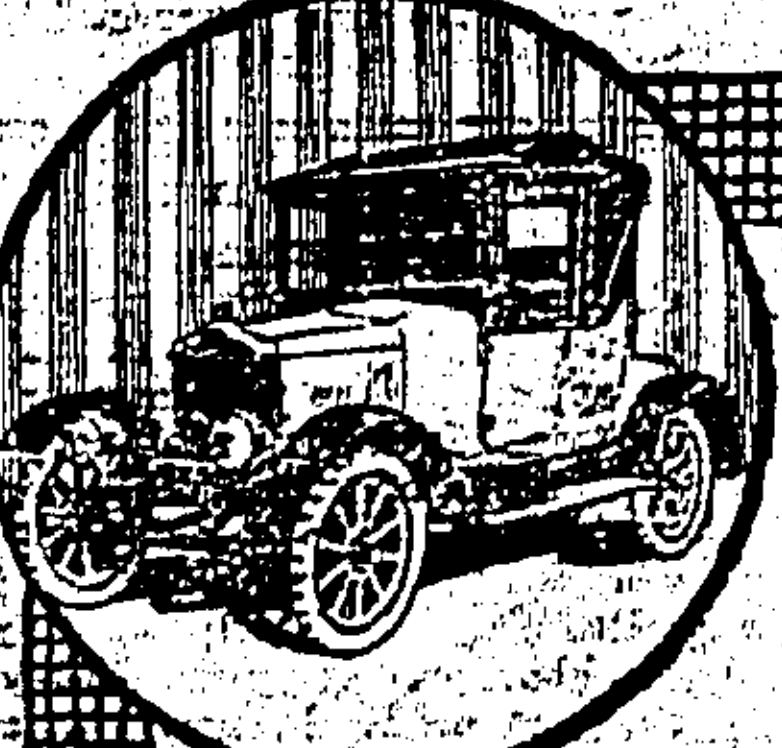
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IF IT HAPPENED IN AMERICA: A PRINCE—TWO WOMEN—AND A CROWD.

Peter O'Donovan writes in the *Express*:
"You'd sure be a long time in Des Moines, honey," said one of the ladies, "before you'd see anything like this."

"I'll tell the world," agreed the other, with emphasis. And then I knew that a couple of representatives of the great American Middle West were helping to welcome home the Prince of Wales.

"Ain't they dears?" bubbled the shorter and more loquacious of the ladies, pointing to the silk-hatted youngsters of Westminster who hung over the railings about the Abbey. "My, I wish I could dress Wilbur like that—I think it makes a boy so tony."

Personally, I had a swift vision of the sleek young Wilbur would produce on the streets of Des Moines, Iowa, in a top hat and a coat chopped off at his waist, and I hoped that the innovation would not be attempted in his case. There are some forms of suffering no one should be asked to endure.

Patently the crowd waited, while the chimps of the Abbey rang out their welcome, and mounted police cantered up and down in the sunlight. The ladies from Iowa chattered volubly, and they were full of enthusiastic suggestions.

My, but these English do take things cool, said the shorter one. Why, if the Prince belonged to Des Moines, and he was coming home after that terrible long trip, and all those banquets, and everything, there'd be so much bunting and flags you wouldn't be able to see the buildings.

A ripple rang along the crowd, and there was a noise of cheering coming closer. The advance guard of police and the khaki-clad escort flashed past, and then an open carriage—yes, it was the Prince, ruddy and golden-haired, looking very trim and head, some, and smiling the smile which has won the hearts of the Empire.

DIGNITY AND GRACE.
Through a cloud of fluttering handkerchiefs and waving hats one caught a glimpse of him, with his hand at his salute, the incarnation of dignity and grace. Every one waved and shouted, but even in the midst of the joyous tumult I caught the shrill welcome of the ladies from Iowa.

"Oh, you dear—you dear!" I heard one of them cry in an outburst of feminine enthusiasm. And then as she turned to her taller friend after the Prince had gone by she frankly wiped her eyes. It was the universal maternal heart.

"Isn't he just too lovely!" she said with shining eyes—perhaps she was thinking of Wilbur in a similar position. It is one of the supreme gifts of the Prince's romantic personality that he makes every mother feel towards him as to a son.

The taller one strained her eyes after the carriage in the distance, and then she turned back in bewilderment.

"And they didn't have a hand!" she gasped.

"No," said the other. "And did you notice the crowd? They seem awfully glad to see him and yet they didn't make half as much noise as the boys would make at home at a high-school ball game. Why, in Des Moines the boys would have been right out in the street, and it would have taken all the police in town to make a way through them."

TEMPERAMENT.
There spoke the true American temperament—expansive, demonstrative, accustomed to give the freest expression to its emotions. To them the English seem colder, more reserved. There is even a striking difference in the way the two races cheer. No one who has ever heard them both can fail to distinguish the high-pitched, exulting clamour of an American crowd from the deep-throated roar of an English one.

Shamelessly I hovered about the two ladies as they stood waiting for the crowd to disperse.

"Just the same, it was a wonderful sight," said the shorter one. "Too bad we can't have something like that at home. Of course, I'm not for a long," she added hastily, "but I will say they have a lot over here that we miss. Government seems kind of different some how when it is represented by a beautiful young Prince like that, instead of some bald-headed old man in a frock coat. It would almost make one more resigned to paying taxes."

I raised my eyes, and just across the way the simple and noble figure of St. Gaudens' Lincoln looked out in serene wisdom from the scaffolding about him. The greatest man of his nation, he had just seen an English Prince come home.

His mighty heart would have understood what such home-coming meant. And I, who had just listened to those two kindly and simple-minded women from his own West, had a sudden realisation that after all the English-speaking people of the earth are only one race, and that it is the great mission of such romantic and lovable figures as the late King Edward and the present Prince of Wales to make us all realise it.

SPIRIT MYSTERY IN COURT.

What is a drop of whisky? Feltham magistrates wrestled valiantly with the problem recently, and from witnesses, solicitors, and other persons anxious to help the court they received these answers:

"A drop is just a drop of whisky." (A solicitor.)
"A drop is a small whisky." (An other solicitor.)
"A drop should be eight drams." (An inspector.)
"A drop is a nip." (An hotel manager.)
"A drop is the sixth part of a gill." (A licensed victualler.)

There the matter was left, but it might have been added that, according to the dictionary, (a dram is as much spirit as is drunk at once).

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SOUTH AMERICAN PORTS via CAPE

HAKODATE sailing from Singapore ... Thursday, 9th Dec.

BOMBAY & COLOMBO via Singapore

TENSHE MARU ... Sunday, 28th Nov.

CALCUTTA & RANGOON via Singapore & Penang

BOMBAY MARU ... Wednesday, 24th November

TAKETOPU MARU ... Saturday, 4th December

JAPAN PORTS—Nagasaki, Kobe & Yokohama

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBÉ & YOKOHAMA

SHINZU MARU ... Saturday, 20th November

NAGANO MARU ... Saturday, 27th Nov., at 11 a.m.

ATSUTA MARU ... Saturday, 10th Dec., at 11 a.m.

SHIZUOKA MARU ... Saturday, 10th Dec., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA

Telephone Nos. 224 & 225

PROFITTEERING

RESULTS OF STRAITS ENQUIRY

SUMMARISED

IMPORTANT RECOMMENDATIONS

The Colonial Secretary's office at Singapore has issued the following Press communique regarding the Commission on Profiteering:

The Commission on Profiteering which was created on April 2nd, 1920, has now finished its work.

The first interim report (which dealt with the Increase of Rent (War Restriction) Ordinance 1917, was received by the Government on June 15th, 1920. The recommendations in this part of the report were:

1.—That property owners be allowed to increase rents at once by an amount which will bring the total rent to 20 per cent. more than the rent as it stood at December 31st, 1915.

2.—That a further increase of 20 per cent. on the rental as it stood at December 31st, 1915, be allowed at the end of the first and second years from the first increase.

3.—That the Rent Board created by the Increase of Rent Ordinance be continued for three years from the date of the first increase.

In consequence of these recommendations the Attorney General will shortly introduce into the Legislative Council an Ordinance to alter the law in the direction of the Commission's suggestions.

FOODSTUFFS

The second, third, and fourth interim reports and the final report have just been received by the Government. The second report deals with foodstuffs (except rice and cold storage). There are twenty-two recommendations by the Commission. The Government proposes to take immediate action in regard to five of these namely:

1.—That Government should endeavour to supply the facilities necessary to handle cattle from Western Australia and ensure shipping space. It should also consider the advisability of importing from there on Government account.

2.—That investigation should be made into the question of the comparative advantages and disadvantages of importing from West Australia in cold storage.

3.—That Government should encourage the establishment by the public of co-operative stores.

4.—A standard weight for loaves.

5.—Fresh Fish.

BUILDING COSTS

The third interim report deals with the increased cost of buildings, materials and matters relating to the building of houses. Upon this subject there are eighteen recommendations. The Government either have in hand or propose to take immediate action in regard to seven of these. They are as follows:

1.—The extension of the Municipal area and establishment of cheap transport.

2.—Immediate resumption of the granite quarry at the seventh mile, Bukit Timah Road, and the "Mandai" quarry and their working under leases which place an adequate proportion of their output at the disposal of the public.

3.—An inquiry into the spot into the conditions both of pay and general treatment of labourers on timber-cutting work, the protection of timber cutters by legislation, and the supply of timber by Government.

4.—Recruiting by Government and the Municipalities in China as well as in India for their own labour requirements.

5.—The establishment of a Government Recruiting Agency in China and the formation of a local committee to advise how recruiting should be carried on.

6.—The development of technical education.

7.—The erection of temporary housing accommodation to meet the present shortage.

MUNICIPAL ACTIVITIES

The extension of the Municipal area and of the activities of the Municipality, either alone or in conjunction with the Government, include a new sewage system for the more closely inhabited areas of Singapore Island, a new comprehensive electric light system, a new water reservoir, and the inauguration of new Municipal transport service. A bill to enlarge the number of the Municipal Council is now passing through the Legislative Council.

The fourth interim report deals with the increased cost of clothing and household necessities. Upon this report the Government, as at present advised, does not propose to take any action.

The final report is of a general nature and states that Government interference is warranted in regard to (1) cattle and sheep, (2) timber, (3) fresh fish. Some of these matters have already been referred to above.

POPELECK'S BULL AGAINST LUTHER

The only preserved original of the Bull of 1520 against Luther has been discovered in the Wittenberg State Archives. The Bull was made in triplicate; two copies were brought to Germany by Dr. Johann Eck, while the third was sent to Charles V. in Spain.

The Bull of excommunication ("Exsurge Domine") against Martin Luther was drawn up in July, 1520, as a result of the appearance in Rome of the doctrine contained in Luther's manifestos, "On the Babylonian Captivity," "An Address to the Nobility of the German Nation," and "On the Freedom of the Christian Man."

Some members of the four consistories to whom they were submitted counselled forbearance, but those demanding summary procedure prevailed. The Bull condemned all propositions drawn from Luther's writings, ordered the destruction of the books containing them, and summoned Luther to recant within 60 days or receive the full penalty of ecclesiastical punishment. Dr. Johann Eck, the Vice-Chancellor of the University of Ingolstadt, who had taken the works to Rome, was commissioned to publish the Bull in Germany. After having been the object of indignities in various German towns, it was consigned to the flames by Luther at Wittenberg.

WEATHER REPORT

November 16th at 11.35.—No storms from Japan, and Indo-China.

Pressure has decreased moderately at Vladivostok, and slightly over the Philippines; it has decreased slightly elsewhere.

The anti-cyclone is central over Manchuria, and moderate to fresh monsoon will prevail along the China Coast, and over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day: 4.07 inch. Total since January 1st, 100.86 inches against an average of 81.44 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Duration: Hongkong to Gap Rock—N.E. winds fresh; S.W. fresh; S.W. fresh; S.W. fresh.

Formosa Channel—The same as Hongkong and Lamooka—No. 1.

South coast of China between Hongkong and Lamooka—The same as Hongkong and Lamooka—No. 1.

South coast of China between Hongkong and Hainan—The same as Hongkong and Lamooka—No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, November 16th.

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 a.m.

Barometer ... 30.08 ... 30.10 ... 30.08

Temperature ... 73 ... 74 ... 74

Humidity ... 80 ... 81 ... 81

Wind Direction ... ESE ... East ... East

Wind Force ... 3 ... 3 ... 3

Weather ... b ... c ... c

Rain ... b ... c ... c

Highest open-air Temperature on 15th ... 73

Lowest open-air Temperature on 16th ... 69

SUNRISE AND SUNSET

FOR NOVEMBER

Date Sunrise Sunset

November 17th ... 6.39 ... 6.39

18th ... 6.38 ... 6.39

19th ... 6.38 ... 6.39

20th ... 6.40 ... 6.39

21st ... 6.40 ... 6.39

22nd ... 6.41 ... 6.39

23rd ... 6.42 ... 6.39

24th ... 6.43 ... 6.39

25th ... 6.43 ... 6.39

26th ... 6.43 ... 6.39

27th ... 6.44 ... 6.39

28th ... 6.45 ... 6.39

29th ... 6.45 ... 6.39

30th ... 6.46 ... 6.39

December 1st ... 6.47 ... 6.39

FOR SALE

New Postage Stamps to commemorate the taking of

FIRST CENSUS

JAPAN

used only on October first, the day of the Census

at 25 cents per set of 2 Stamps

GRACA & CO.

Dealers in Postage Stamps, Garden Seeds, Toys, etc.

No. 10, WYNDHAM STREET, HONGKONG

P.O. Box 627

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "LOKSANG" ... Wed. 17th Nov. 10 a.m.

SHANGHAI & TIENTSIN ... "CHOYSANG" ... Thurs. 18th Nov. 10 a.m.

TIENTSIN ... "CHEONGSHING" ... Thurs. 18th Nov. 10 a.m.

SHANGHAI via SWATOW ... "KWONGSANG" ... Fri. 19th Nov. 3 p.m.

TIENTSIN ... "YUENSANG" ... Fri. 19th Nov. 3 p.m.

SINGAPORE & CALCUTTA ... "FOOKSANG" ... Tues. 22nd Nov. 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Suez and Hongkong to Japan, occasionally calling at Shanghai and Yokohama.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

A weekly service is maintained with Manila by vessels with good passenger accommodation. Through bills of lading are issued to all ports between Manila and Hongkong.

HAIPHONG LINE—Sailings approximately weekly between Haiphong and Siam, calling at Hanoi when convenient.

One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Tawau and Lahad Dato.

A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Choochoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Nov. 23rd, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 518

GLEN AND SHIRE

Joint Service of Steamers

U.K.-STRAITS CHINA & JAPAN SERVICE

OUTWARDS

Vessel ... "GLENSHANE" ... (From New York via Panama) ... 27th Nov.

HOMEWARDS

Vessel ... "GLENSHANE" ... about 28th Nov.

"GLENSHIRE" ... about 16th Dec.

Glasgow, Liverpool, Antwerp & Rotterdam, Genoa, London & Rotterdam.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub. 5, ex. 22, and 2896.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 5,100 tons each deadweight.

And under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,300 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Koto.



FOR FITNESS AND EFFICIENCY DRINK HORLICK'S MALTED MILK

(MALTED BARLEY, WHEAT & MILK)

GIVES STRENGTH AND MAINTAINS IT. INVALUABLE ON THE MARCH AND IN CAMP. REFRESHING AND DELICIOUS. ENDORSED AND RECOMMENDED BY LEADING ATHLETES AND PHYSICAL CULTURISTS.

Available in both POWDER and TABLET FORMS.

A tablespoonful of the powder dissolved in glass of hot or cold water, or a few tablets dissolved in the mouth, will prevent fatigue & restore energy.

Sold by Chemists and Grocers.

In 3 sizes.

HORLICK'S MALTED MILK COMPANY, SLOUGH, BUCKS., ENGLAND.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"MONTROSE" ... 22nd Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at GLOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "BLOEMFONTEIN" ... 28th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to be undersigned.

THE BANK LINE, LTD.

to RINA & CO., CANTON.

General Agents

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

HONGKONG	"SINGAN"	On 17th Nov. 10 A.M.
SHANGHAI	"SUNNING"	On 18th Nov. Noon
SWATOW, AMOY & TIENTSIN	"KUEIHOW"	On 20th Nov. 4 P.M.
SHANGHAI & TIENTSIN	"TEAN"	On 20th Nov. 4 P.M.
YOKOHAMA	"YUNNAN"	On 22nd Nov. 4 P.M.
SWATOW & BANGKOK	"LIUHOW"	On 23rd Nov. 10 A.M.
AMOY, SHANGHAI & TIENTSIN	"SHANTUNG"	On 23rd Nov. 4 P.M.
HONGKONG, PAKHOI & HAIKONG	"KAIKONG"	On 25th Nov. 11 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon, accommodation, Electric Light and Fans in Saloon and Cabin-rooms. Regular service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast-steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAILONG"	Capt. J. S. Thompson	FRIDAY, 19th Nov. at 12 Noon.
"HEICHING"	Capt. A. H. Stewart	TUESDAY, 22nd Nov. at 12 Noon.
"HAIKONG"	Capt. W. C. Pasmore	FRIDAY, 25th Nov. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIAK & CO.,
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

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Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due to ARRIVE

Due to SAIL

SS WEST HIKA ... Dec. 6th ... Dec. 11th.
Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en-route. Shipments connect with the Baltimore, New York and Southern Pacific Railroads.
Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai, Manila, Singapore.
HONGKONG Office—HONGKONG, Tel. No. 1063.
CHAS. B. RICHARDSON, General Agent for South China.

P. & O. - BRITISH INDIA.

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AUSTRALIAN LINES

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	17th Nov. Noon	Singapore, Colombo & Bombay
"NELLOR"	5,653	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	5,719	10th Dec.	do
"DUNERA"	5,400	17th Dec.	Singapore, Colombo & Bombay
"DEVANHA"	5,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	5,708	21st Dec.	do
"PLASSY"	7,248	21st Jan. 1921	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" | 7,000 | 20th Nov. Noon | Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,100	1st Dec.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	7,000	17th Nov.	Shanghai & Japan
"TAKADA"	8,100	19th Nov. Noon	Shanghai, Kobe & Yokohama

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. First Saloon Passengers may travel by R.M.S. Company's steamers between Hongkong and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket to Singapore or Colombo.

All Claims are settled with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels measuring more than 9ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon, on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, please apply to Messrs. FRANK, FRANKS, FRANKS & CO., CHACKINNON, MACKENZIE & CO., Agents.

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O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAWANA MARU" ... Sunday, 28th Dec.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TAKOMA MARU" ... Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Sunday, 21st Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"YUNNAN MARU" ... Wednesday, 1st Dec.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service with intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Friday, 28th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMUR MARU" ... 27th Jan. 1921.

NEW ORLEANS LINE—Beginning of Dec.

"SUMATRA MARU" ...

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.

"AMAKURA MARU" ... Sunday, 21st Nov.

TAKAO via SWATOW & AMOY. ... Thursday, 18th Nov.

"ROSHU MARU" ...

For sailing dates and further particulars please apply to Y. YASUDA, Manager, No. 1, Queen's Building. [51]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

"CHANGSHA" ... 7th Dec. ... 13th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully-qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [42]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
"SIBUYO MARU"	22,500	Nov. 22nd
"PERSEA MARU"	9,000	Dec. 2nd
"KORRA MARU"	20,000	Dec. 17th
"SIBERIA MARU"	20,000	Dec. 31st
"TENYO MARU"	22,500	Jan. 13th

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN

OROS, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICA ROUTE TO BUENOS AIRES.

STEAMERS

TOKYO MARU (Cargo only) ... Dec. 9th.

KIYO MARU ... 17,500 ... Jan. 10th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 3374 & 3375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

[3]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI, KOBE & YOKOHAMA ... "AMAZON" ... On or about 29th Nov.

"ANDRE LEBON" ... On or about 13th Dec.

MARSEILLES via SAIGON, BANGKOK, COLOMBO, DUBOULT, SUZ ... "CORDELLERE" ... On or about 27th Nov.

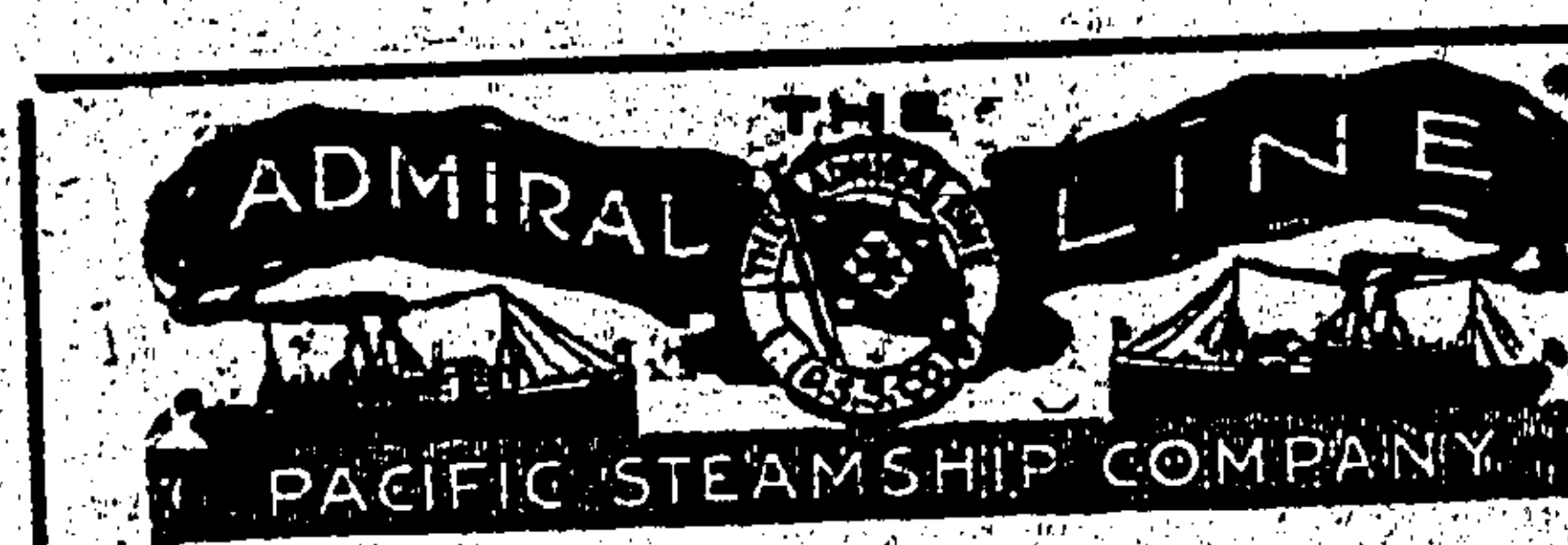
ALL STEAMERS Fitted WITH WIRELESS TELEGRAPHY.

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R. RODENFUSER,

— Acting Agent, — Queen's Building.

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Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai and Kobe).

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"COAST" ... About Nov. 20th.

Through Bills of Lading issued to Overland (transit points).

For Freight and Passage apply to

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[5]

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HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE HUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

[5]

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central Am.

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PACIFIC MAIL S.S. CO.

Hotel Mandoo

Cable Address: "PACIFIC"

Tel. phone 141.

